

## **Regionally Significant Project (RSP) Criteria**

### **March 31, 2004**

Regionally Significant Projects must be reflected on the Metropolitan Transportation System (MTS) identified in the Fiscally-Constrained Element of the Metro Vision Regional Transportation Plan (RTP). The MTS includes all principal arterial roadways, major regional arterial roadways and freeways/tollways, as well as rapid transit facilities such as light rail and commuter rail lines, Bus/HOV facilities and transit stations or park-n-Ride lots. The MTS includes both state and non-state highways.

Regionally Significant highway projects include:

- Adding a new MTS highway segment of at least one-centerline mile in length. A centerline mile is measured from the start of the project to the terminus of the project. The addition of a new MTS roadway segment may create a new or improved intersection that is regionally significant. Other intersection improvements (such as the addition of turn lanes or other auxiliary lanes at an intersection, or median improvements) are not regionally significant. Intersection additions or improvements of a collector or minor arterial roadway intersecting with an MTS road are not regionally significant.
- A highway-widening project one-centerline mile or more in length.
- Additions or deletions of a high-occupancy vehicle lane one-centerline mile or more in length, or changes in vehicle occupancy requirements. Construction of a High Occupancy Toll, express or toll lane one-centerline mile or more is regionally significant.
- Freeway acceleration/deceleration/climbing/auxiliary lanes that connect two interchanges that are one mile or more apart. Freeway acceleration/deceleration/auxiliary lanes between interchanges less than one mile apart are not regionally significant. Acceleration/deceleration lanes on arterial roadways are not RSP.
- New MTS roadway grade separated interchanges. Railroad grade separations are not RSP.
- An improvement to an existing interchange that (1) adds or deletes travel movements, or (2) upgrades a local service “diamond” arterial-freeway interchange by adding flyover ramps. Interchange improvements that simply widen ramps, provide cross-arterial turning lanes, or solve drainage problems are not regionally significant.

Regionally significant transit projects include:

- Construction of a rapid transit guideway corridor or segment or transit station identified on the RTP. Operational improvements (such as rail vehicle passing tracks, vehicle storage and maintenance tracks, and maintenance facilities) are not regionally significant.
- A change in the transit fleet of 5 percent or more in person-carrying capacity of the combined rail and bus fleet,
- Intermodal facilities (transit centers, transit stations, and park and ride lots) where 1500 or more daily transit patrons transfer/board transit vehicles,
- Addition or deletion of major bus routes of 6 buses per hour per direction or 5,000 transit patrons per day, taking into account existing service levels. Routine or periodic changes in routes and schedules are not regionally significant.

The Agency Coordination Team (ACT) fulfills the responsibility of air quality Interagency Coordination between regional, state, and federal air quality and transportation agencies for the Denver Metropolitan Planning Organization planning area. In situations not addressed in this document or where the interpretation is unclear, the ACT will meet to resolve the situation. In making a regionally significant project determination, the overall plan of the implementing agency will be considered. For example, a shorter roadway project than indicated above may be declared regionally significant if it is part of a larger proposal that would be regionally significant.